CLAIM AMENDMENTS

IN THE CLAIMS

This listing of the claims will replace all prior versions, and listing, of claims in the application or previous response to office action:

1. (**Currently Amended**) An air induction module for a combustion engine having pulse charging,

[[-]]with an induction pipe with individual induction pipes depending on the number of cylinders of the combustion engine, ~~which~~ **wherein the** induction pipe comprises:

- a first induction pipe body ~~(1)~~ with an air collector ~~(8)~~ and individual induction pipe sections ~~(9)~~ and
- a second induction pipe body ~~(2)~~ with individual induction pipe sections ~~(10)~~ which can be attached to the cylinder head of the combustion engine,
- ~~whereby~~ **wherein** the first and second induction pipe bodies ~~(1, 2)~~ are connected to one another by a flanged joint ~~(4),~~ **in** such **a way** that their induction pipe sections ~~(9, 10)~~ together form the individual induction pipes of the induction pipe, and
- one respective pulse charging valve ~~(3)~~ ~~is~~ arranged with an associated actuator in the induction pipe sections ~~(10)~~ of the second induction pipe body ~~(2)~~.

2. (**Currently Amended**) An air induction module according to claim 1, ~~characterized in that~~ **wherein** the pulse charging valves ~~(3)~~ are configured as poppet valves.

3. (**Currently Amended**) An air induction module according to claim 2, ~~characterized in that~~ wherein the actuators of the induction pipe valves ~~(3)~~ consist of solenoids.

4. (**Currently Amended**) An air induction module according to claim 1, wherein ~~Air induction module according to any one of the preceding claims, characterized in that~~ each pulse charging valve ~~(3)~~ with the associated actuator forms a component part which during assembly of the air induction module can be respectively inserted in the correspondingly formed associated induction pipe section ~~(10)~~ of the second induction pipe body ~~(2)~~.

5. (**Currently Amended**) An air induction module according to claim 1, wherein ~~Air induction module according to any one of the preceding claims, characterized in that~~ the flanged joint ~~(4)~~ between the two induction pipe bodies ~~(1, 2)~~ comprises an intermediate plate ~~(5)~~ with through holes corresponding to the individual induction pipes which can be attached to the second induction pipe body ~~(2)~~ by screw connections ~~(11)~~ such that the intermediate plate ~~(5)~~ holds the pulse charging valves ~~(3)~~ with their actuators in the induction pipe sections ~~(10)~~ of the second induction pipe body ~~(2)~~.

6. (**Currently Amended**) **An air induction module according to claim 5, wherein** ~~**Air induction module according to claim 5, characterized in that**~~ the intermediate plate ~~**(5)**~~ can be attached to the first induction pipe body ~~**(1)**~~ by screw connections ~~**(12)**~~.

7. (**Currently Amended**) **An air induction module according to claim 1, wherein** ~~**Air induction module according to any one of the preceding claims, characterized in that**~~ the second induction pipe body ~~**(2)**~~ consists of a metal material or plastics.

8. (**Currently Amended**) **An air induction module according to claim 1, wherein** ~~**Air induction module according to any one of the preceding claims, characterized in that**~~ the first induction pipe body ~~**(1)**~~ consists of a metal material or plastics.

9. (**Currently Amended**) **An air induction module according to claim 1, further comprising** ~~**Air induction module according to any one of the preceding claims with**~~ an electronic control device ~~**(13)**~~ for controlling the actuators of the pulse charging **valves** ~~**(3) characterized in that**~~**wherein** the electronic control device ~~**(13)**~~ can be attached to an air filter housing ~~**(7)**~~ of the combustion engine or to the first induction pipe body ~~**(1)**~~ or second induction pipe body ~~**(2)**~~ such that it is cooled by the fresh air flowing through the air induction module.

10. (**Currently Amended**) **An air induction module according to claim 9, further comprising** ~~**Air induction module according to claim 9 with**~~ an electronic connector for the line connection between the actuators of the pulse charging valves ~~(3)~~ and the electronic control device ~~(13)~~, ~~**characterized in that**~~ **wherein** the electronic connector is integrated in the second induction pipe body ~~(2)~~.

11. (**Currently Amended**) **An air induction module according to claim 10, wherein** ~~**Air induction module according to claim 10, in which**~~ the second induction pipe body ~~(2)~~ consists of plastics material, ~~**characterized in that**~~ **and** the plastics material of the second induction pipe body is cast around the electronic connector, which can be electrically connected by a plug connection to the actuators of the pulse charging valves ~~(3)~~.

12. (**Currently Amended**) **An air induction module according to claim 1, further comprising** ~~**Air induction module according to any one of the preceding claims with**~~ an air filter housing ~~(7)~~, ~~**characterized in that**~~ **wherein** the air filter housing ~~(7)~~ can be attached to the first induction pipe body ~~(1)~~ or to the second induction pipe body ~~(2)~~.

13. (**Currently Amended**) **An air induction module according to claim 1, wherein** ~~**Air induction module according to any one of the preceding claims, characterized in that**~~ a throttle valve ~~(6)~~ can be attached to the collector ~~(8)~~ of the first induction pipe body ~~(1)~~.

14. (**New**) An induction pipe comprising:

- a first induction pipe body with an air collector and individual induction pipe sections and

- a second induction pipe body with individual induction pipe sections which can be attached to a cylinder head of a combustion engine,

- wherein the first and second induction pipe bodies are connected to one another by a flanged joint in such a way that their induction pipe sections together form the individual induction pipes of the induction pipe, and

- one respective pulse charging valve arranged with an associated actuator in the induction pipe sections of the second induction pipe body.

15. (**New**) An induction pipe according to claim 14, wherein the pulse charging valves are configured as poppet valves.

16. (**New**) An induction pipe according to claim 15, wherein the actuators of the induction pipe valves consist of solenoids.

17. (**New**) An induction pipe according to claim 14, wherein each pulse charging valve with the associated actuator forms a component part which during assembly of the air induction module can be respectively inserted in the correspondingly formed associated induction pipe section of the second induction pipe body.

18. (**New**) An induction pipe according to claim 14, wherein the flanged joint between the two induction pipe bodies comprises an intermediate plate with through holes corresponding to the individual induction pipes which can be attached to the second induction pipe body by screw connections such that the intermediate plate holds the pulse charging valves with their actuators in the induction pipe sections of the second induction pipe body.

19. (**New**) An induction pipe according to claim 18, wherein the intermediate plate can be attached to the first induction pipe body by screw connections.

20. (**New**) An induction pipe comprising:

- a first induction pipe body with an air collector and individual induction pipe sections and

- a second induction pipe body with individual induction pipe sections which can be attached to a cylinder head of a combustion engine,

- wherein the first and second induction pipe bodies are connected to one another by a flanged joint in such a way that their induction pipe sections together form the individual induction pipes of the induction pipe,

- one respective pulse charging valve arranged with an associated actuator in the induction pipe sections of the second induction pipe body, and

- an electronic control device for controlling the actuators of the pulse charging valves wherein the electronic control device can be attached to an air filter housing of the combustion engine or to the first induction pipe body or second induction pipe body such that it is cooled by the fresh air flowing through the air induction module.